

"If war were declared to-morrow, what would we do for aircraft?"

AVIATION

MARCH 26, 1923

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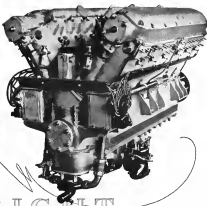
BACK of the name "Wright" lies the nineteen-year-old tradition to bring to the advancement of flying only the highest engineering principles and experience.

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AVIATION

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Air Protection

LONDON buildings, including dwellings and shelters, must be supplied to protect the inhabitants against future aerial warfare, says a report just issued by a semi-official organization, the British Fire Prevention Committee. The committee recommends that in new structures are built and old ones reconstructed, special efforts should be made to make them fire resistant air-tight. It adds:

"If we are to succeed, we must, that in future it is probable that instead of our formal declaration of war, the first a country will know of the commencement of hostilities will be a shower of bombs on its capital or some large city."

The question, coming as it does just at the time when the subject of the bombing of cities has been under discussion at the Hague as of great interest. It brings to the notice of the world that bombing of unprotected cities is going to be one of the operations must definitely be provided in future wars.

The committee stresses in part the fact that such warfare is regarded as inhuman and contrary to international agreements, but that some nations or weaker nations may find itself in such position and without other available means of efficient attack that it will justify its action on the grounds that self preservation is the first law of nature.

A similar situation exists in gas warfare. Serious agreements have been entered into regarding the use to which gas may be put in warfare, but military and naval authorities seem to feel that they must be prepared to use such restriction should be violated. In the same way the best aviation strategies are not withheld from the international agreements, but prepared for eventualities.

Popular adherence of all forms of new death dealing instruments of war is natural. It was just so provided when powder was first used. Head to head combat was then regarded as the only civilized form of combat. When gas powder appeared the combatants and did not give the attacked what they would a fair opportunity of personal defense, popular opinion strongly protested against the new means of destruction. At a later time, when when were shelled by artillery or even gas, the same spirit of honor was in evidence. In the last war gas warfare and aerial warfare were the new elements introduced.

Just what the difference between bombing a city by the British and by aircraft is, would be hard to explain, except on the grounds of morality. If bombing of undefended cities is to be prohibited, shelling of them by artillery should be similarly prohibited. In other words, aircraft should not be considered as more wicked than the older arms just because it is more effective.

Laws are only expressions of the highest conceptions of people. Their enforcement is the problem that brings out the ever present danger of violation. While no one can be-

lieve that reference warfare will ever be contemplated by the United States, it must always be realized that we must be ready to protect our citizens from attacks of others, whether individuals or nations.

December 17, 1903

THE twentieth anniversary of the first manned flight, accomplished by Wilbur and Orville Wright on Dec. 17, 1903, occurs this year. As yet no adequate plans have been prepared fittingly to celebrate this anniversary which is destined to come will be considered as one of the milestones of modern civilization.

It would be a suitable fitting that an exposition of some kind be held at which the earliest developments in aeronautics would be shown to the public. As a consequence, the governmental air services might arrange a flying meet in which the latest types of aircraft would be flown, not for prize, but in honor of the five great pioneers.

International congresses have been held in Europe at which representatives of the countries interested in aeronautics have met to discuss the outstanding aeronautical problems of the day. What better form could such a celebration take than an International Air Congress to which representatives from all parts of the world would gather to show their appreciation of the great work done by the famous brothers from Dayton.

The Cost of War Aviation

THE figures on the cost of our wartime aeronautical effort which Maj. Gen. Mason M. Patrick, Chief of Air Service, just made public, and which are reproduced in the issue show that the money actually spent by the Army Air Service in the war with Germany, was approximately \$250,000,000.

It would be good if this fact received the widest possible publicity so that the public may be reminded of the fact that our war-time aircraft expenditures amounted to "a billion and a half dollars." This action has increased such wide publicity that a determined effort should be made to expedite it, now that the facts of the case have been established.

56 Cents for Aviation

In comparing the amount of money paid by each worker in the United States it is found that out of every one hundred dollars earned by the government the sum of eleven dollars and eight cents goes to the War Department, and of this eleven cents is spent on the Air Service.

One half of one per cent for national defense by means of air power does not appear to be a heavy burden on the American taxpayer.

"If we were declared tomorrow what would we do for aircraft?"



Trade Mark

What is an Airplane?

The value of an airplane does not alone depend on the amount of wood, metal and cloth it contains. There is something to it besides the material and workmanship — the substance and labor which is apparent when we look at it. Back of all this is the engineering — the force that has taken into account every item of design, quality, strength, purpose, and has moulded the whole into as nearly a perfect machine as the progress of science permits. Continuous experimentation and development in processes, materials and designs

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